

INDIANA TRAFFIC SAFETY FACTS

February 2007



PICKUP TRUCK CRASHES AND RESTRAINT USAGE, 2005

HIGHLIGHTS

Designing and implementing effective traffic safety policies requires data-driven analysis of traffic accidents. To help in the policy-making process, the Center for Urban Policy and the Environment is collaborating with the Indiana Criminal Justice Institute to analyze data from the Vehicle Crash Reporting System database, maintained by the Indiana State Police. Research findings will be summarized in a series of Fact Sheets on various aspects of traffic accidents, including alcohol-related crashes, light trucks, large trucks, speeding, children, motorcycles, occupant protection, and young drivers. Additional briefs will provide information on county and municipality data. Portions of the content in these reports are based on guidelines provided by the U.S. National Highway Traffic Safety Administration (NHTSA). These Fact Sheets, combined with an annual Indiana Crash Fact Book, serve as the analytical foundation of traffic safety program planning and design in Indiana.

- 66.7% of pickup truck occupants in Indiana fatal accidents were not wearing their safety belts.
- Fatalities of pickup truck occupants increased from 114 in 2003 to 165 in 2005 – a 45% increase.
- 38% of the 165 pickup truck occupants killed in Indiana crashes were either totally or partially ejected from the vehicle.
 - 75% of those ejected were known to be unrestrained.
- Of the 480 pickup truck occupants with incapacitating injuries, 16% were either totally or partially ejected.
 - 82% of those ejected were known to be unrestrained.
- Of Indiana and the four neighboring states, Illinois, Kentucky, Michigan and Ohio, Indiana is the only state exempting pickup trucks from safety belt requirements.
- The cost of increased deaths and injuries associated with accidents of unbelted individuals is sustained by everyone.
 - Society picks the person up off the highway
 - Transports the person to the hospital
 - Provides them with unemployment compensation
 - If disabled, may assume responsibility for the families continued subsistence.
- Each critically injured crash survivor can sustain approximately \$1.1 million in crash-related costs over their lifetime.
- According to the National Highway Traffic Safety Administration, belt use is the single most effective strategy a person can employ to prevent deaths and injuries and reduce the social and economic costs associated with motor vehicle crashes.

An electronic copy of the full version of the Pickup Truck Crashes and Restraint Usage fact sheet can be accessed via the Center website (www.urbancenter.iupui.edu/trafficsafety), the ICJI traffic safety website (www.in.gov/cji/traffic/), or you may contact the Center for Urban Policy and the Environment at 317-261-3000.

All Indiana data used for this fact sheet is derived from the Indiana State Police Vehicle Crash Reporting System (VCRS) and may not match the National Fatality Analysis Reporting System (FARS) Indiana data due to differing methods of classifying vehicles.

